

OPERATIONS IN TEXAS WATERS.

An Expedition Through Grand Lake, Pass Chico, and the Atchafalaya—Capture of two Steamers and a Launch, with Sugar, Arms, and Ammunition.

The N. O. Delta of the 13th gives the following account of an expedition into Texas waters, which proved entirely successful:

"We learn from a gentleman just arrived from Berwick Bay, that an expedition sent up through Grand Lake, Pass Chico, and the Atchafalaya by Com. Buchanan, succeeded in capturing two steamers, the Nanpue and the Southern Merchant, and a launch. The steamers were loaded with sugar, and the launch with arms, ammunition, and one small brass piece. The crews deserted the boats when the gunboat made its appearance, and took to the woods. The expedition was a complete success, and much damage was inflicted on the enemy."

"A flag of truce came into Berwick on Wednesday, accompanied by Col. Franklin H. Clark, a well-known lawyer of this city, but at present in command of a regiment of Rebels beyond the Tennesse. The flag was for the purpose of returning a few paroled men of the 1st Indiana, who had been put in charge of some mules to bring them into camp, but were met by Rebels on the way and gobbled up, together with the stock."

FROM NEW-ORLEANS.

Executive Order.
ESTABLISHING A PROVISIONAL COURT IN LOUISIANA.
EXECUTIVE MANSION, WASHINGTON, Oct. 20, 1862.

The insurrection which has for some time prevailed in several of the States of this Union, including the civil insurrection in Louisiana, has become a matter of such importance to the United States, that it has become necessary to take prompt measures to suppress it, and to bring about a restoration of the Union. It is the duty of the President to see that the laws of the United States are faithfully executed, and that the rights of the people are protected. To this end, it is necessary to establish a court in Louisiana, which shall have jurisdiction over all civil and criminal cases, and shall be composed of judges appointed by the President. The court shall be organized as soon as possible, and shall begin its operations on the first day of January, 1863.

ARRIVAL OF THE U. S. SLOOP-OF-WAR SARATOGA.
The U. S. sloop-of-war Saratoga, under the command of Commander Alfred Taylor, arrived at New Orleans on Saturday morning. She is an excellent vessel, and is well equipped for service. She is commanded by Commander Alfred Taylor, who is a well-known officer of the Navy. She is expected to remain in New Orleans for some time, and will be engaged in various duties.

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From a ship passing in the Gulf of Mexico, dated on the 28th inst., we learn that the President of Mexico, Benito Juarez, was assassinated on the 28th inst. by a party of rebels. The President was shot in the back, and died shortly afterwards. The rebels are now in possession of the city of Mexico, and are preparing to establish a new government.

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was relieved by Commodore William M. Glendy, and the ship, under his command, continued her cruise until the 4th day of September, when orders were received from St. Paul de Loanda to cruise in the North Atlantic Ocean and among the islands for privateers. In obeying these orders the Saratoga touched at Libon on the way home.

While there she received orders to proceed at once to the United States. She left Libon on the 17th of Nov., 1862, and reached the Delaware Breakwater in thirty-seven days. The officers and crew are all well. The Saratoga will go out of commission and be repaired. It is a great problem that will not be again be used for active service. The following is a roster of her officers:

Commodore—Wm. M. Glendy, commanding.
Executive Officer—Joseph S. Skerrett, Lieutenant-Commodore.
Lieutenant-Commanders—F. M. Ramsey, L. A. Baidies.
Surgeon—William D. Ansell.
Paymaster—James N. Carpenter.
Secretary to the Commodore—William Hastings Macaulay.
Paymaster's Clerk—Benjamin K. Shokell.

From Fortress Monroe.
FORTRESS MONROE, Friday Dec. 20, 1862.

The British frigate Melampus came up and anchored in the Roads last evening.

The Pacific arrived in Hampton Roads this forenoon.

Christmas was generally observed in this Department.

IMPORTANT FROM KEY WEST.
The Ninetieth Regiment Relieved—Pardon of Mutilated Soldiers—More Prisoners for Fort Lafayette.

The United States steam propeller Gen. Meigs, Capt. Watson, has arrived at Philadelphia from Key West, bringing a number of passengers, among them eleven prisoners for Fort Lafayette.

The Meigs left Key West on the 10th inst., and arrived at Philadelphia on the 23d, having first stopped at Fortress Monroe for repairs. She also stopped at Hilton Head to leave forty pardoned men of the Ninetyth Regiment, who had been sent to Key West some six months ago. They were pardoned by the General in command, and sent to join their regiment. The Meigs also left at Hilton Head convalescent soldiers of the 47th Pennsylvania and 1st New York regiments.

The 90th New York Volunteers, which have been stationed at Key West for nearly a year—having arrived there on the 12th of February, 1862—have been ordered to the 47th Pennsylvania, and will be sent to Hilton Head. The soldiers of the 90th in Key West have been very beneficial to the Island if not to themselves. They have built at least fifteen miles of military road, crossing the Island at various points. Bushes have been cut down, and other roads cut out amid the fields of prickly cactus. Garrisonians have been supplied by the 90th to the Tortugas, Fort Jefferson, and Fort Taylor.

The yellow fever which raged from July to October, has done and havoc in the 90th, one man to every four and a half of private, and five officers out of six companies, having fallen victims to it; there have also been about 100 discharged on account of debility resulting from attacks of fever which did not prove fatal. The public feeling at Key West is decidedly "seceder," and very many of the militia are of the opinion that "Secession is the only way to take the whole regiment. Yet there is some loyalty on the island as the regiment had received two flags from the Unionists there. The negroes of Key West were the best friends our soldiers had. Colored women would bring chickens, conchards, and similar delicacies to sick officers and soldiers, and refuse to take money for them.

The following are the names of the officers who were taken to Key West on the 10th inst. to this city in charge of Lieut. John T. Sheppard, Co. K, 90th Regiment:

J. W. W. G. Insarri, a merchant of Mobile, taken among the passengers on one of the blockade-runners. He put on Confederate armor after he was captured, entered his name on the books as a citizen of the Confederacy, and was decidedly demagogic in favor of Jeff Davis. Capt. Gutierrez, an ex-officer of the 47th Pennsylvania, and another blockade-runner, Capt. John Benson, Capt. I. A. P. Laurent, Engineer Richard Finn, Capt. R. H. Marsh of Texas, an officer of the Confederate army, who had been captured by the Unionists and had broken his verbal parole. He is said to have been an emissary of the Confederate Government, and was on his way to Havana. Capt. Henry E. Smith, Capt. E. T. Rich, Capt. Jamison, Henry Harris, if those not otherwise mentioned belonged to vessels captured while running the blockade. They were placed in the fort last Tuesday.

Board of Aldermen.
At a meeting of this Board yesterday afternoon at 4 o'clock, a communication was received from the Finance Department, setting forth that the balance in the treasury on the 28th inst. was \$2,300,000. A communication was received from the Finance Department, setting forth that the balance in the treasury on the 28th inst. was \$2,300,000. A communication was received from the Finance Department, setting forth that the balance in the treasury on the 28th inst. was \$2,300,000.

Board of Councilmen.
The Board met on Monday, at 4 o'clock p. m., President Fitch presiding. The following resolutions were adopted:

Resolved, That the Board of Councilmen be and they are authorized to do, to send a committee to the City of New York, to inquire into the state of the City of New York, and to report thereon to the Board of Councilmen.

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CITY ITEMS.

OFFICES OF THE MILITARY DEPARTMENTS IN THIS CITY.—Our disabled and discharged soldiers are put to great inconvenience and needless expense by the awkward arrangement of the military offices in this city. Nine out of ten of the discharged men land at the Battery, two-thirds of them are sick or lame, and yet they have to make their way to the Quartermaster's, No. 6 State street, then to the Paymaster's, No. 63 Bleecker street, then to the Medical Director's, No. 110 Grand street, then to the clothing depot, opposite the St. Nicholas Hotel. Now all these offices should be located below the Astor House, and under one roof, so as to save the poor soldier the trouble and cost of traveling from place to place, exposed to the fleecing exactions of sharpers. Then what a saving it would be to the Government. We know of one building on Broadway sufficiently large to accommodate all these offices, and the rent would amount to little more than one-quarter of the sum now paid by the different departments above named.

ANNIVERSARY OF THE THIRTY-SEVENTH STREET M. E. SUNDAY-SCHOOL.—The Anniversary of the Sunday-School connected with the Thirty-seventh street M. E. Church was held at 24 p. m. yesterday. Addresses were delivered by the Rev. John Pegg, Jr., and Mr. E. B. Othman of Harlem. The audience were entertained by the children with singing and addresses.

DEPORTATIONS.—During the past three weeks about eight hundred deserters have been arrested in this city.

TRIAL TRIP OF A NEW FERRY BOAT.—At 11 o'clock yesterday, the new ferry boat Jersey City, intended for the Courtlandt street ferry, left her dock at Jersey City, to test the working power of her machinery, and steamed up and down the bay for about two hours. The engine was built at the machine shop of Joseph Caldwell, under the superintendence of George Kirkpatrick, and has a 46-inch cylinder, 11 feet stroke, a Stevens' cut-off, with four eccentric rods, and has also Geo. W. Freeman's apparatus for relieving the engine of the water of condensation and priming. Her hull was built by Devine Brothers of Red Hook, and is 206 feet long, 34 feet beam, and 6 feet 6 inches deep. Her boiler was done by King & Bels, and is of the most elaborate workmanship—such as rarely, if ever, found on a ferry boat. Her gas fitting, the work of N. P. Demarest, and consists of two large tanks, of capacity enough for 1,000 cubic feet of gas. These gas-holders we believe differ from most others in every respect, by means of a rubber diaphragm, which admits air as fast as the gas is consumed. Each tank will be lighted by four chandeliers, and light will be so generally dispersed that a person may be able to read in any part of the cabin. The painting was attended to by the Ferry Company's own workmen, and is very creditable to their skill. Unusual attention has been given to details in every particular, and to enable the reader to judge, we may state only one fact, that the engine room will be lighted by a splendid chandelier, and decorated with the patriotic red, white and blue colored tiles. Every thing pertaining to the boat reflects in the highest degree to the credit and taste of Capt. Woolsey and the Ferry Company, and is certainly unequalled by any boat of its class in this vicinity. We commend Capt. Woolsey's example to all the other Ferry Companies, as worthy of imitation, and think that we know at least one thing very greatly profit by it. Her performance was very satisfactory in every particular, evincing a commendable degree of skill on the part of the engine builders.

BULL'S HEAD, Monday, Dec. 29.—The warm state of the weather since our last weekly market day for bulls has operated hard upon the wholesale butchers, and the sales of all retailers of meat have been affected by the immense supply of poultry, which has been obliged to crowd off at any price that could be obtained. As a result, quality has been sacrificed, and the market has been depressed. The market for hogs was also depressed, and the price of pork was low. The market for sheep was also depressed, and the price of mutton was low. The market for cattle was also depressed, and the price of beef was low. The market for butter was also depressed, and the price of butter was low. The market for cheese was also depressed, and the price of cheese was low. The market for eggs was also depressed, and the price of eggs was low. The market for poultry was also depressed, and the price of poultry was low. The market for fish was also depressed, and the price of fish was low. The market for fruit was also depressed, and the price of fruit was low. The market for vegetables was also depressed, and the price of vegetables was low. The market for grain was also depressed, and the price of grain was low. The market for oil was also depressed, and the price of oil was low. The market for sugar was also depressed, and the price of sugar was low. The market for coffee was also depressed, and the price of coffee was low. The market for tea was also depressed, and the price of tea was low. The market for spices was also depressed, and the price of spices was low. The market for wine was also depressed, and the price of wine was low. The market for liquor was also depressed, and the price of liquor was low. The market for tobacco was also depressed, and the price of tobacco was low. The market for cotton was also depressed, and the price of cotton was low. The market for wool was also depressed, and the price of wool was low. The market for flax was also depressed, and the price of flax was low. The market for hemp was also depressed, and the price of hemp was low. The market for iron was also depressed, and the price of iron was low. The market for steel was also depressed, and the price of steel was low. The market for copper was also depressed, and the price of copper was low. The market for brass was also depressed, and the price of brass was low. The market for tin was also depressed, and the price of tin was low. The market for lead was also depressed, and the price of lead was low. The market for zinc was also depressed, and the price of zinc was low. The market for silver was also depressed, and the price of silver was low. The market for gold was also depressed, and the price of gold was low. The market for diamonds was also depressed, and the price of diamonds was low. The market for pearls was also depressed, and the price of pearls was low. The market for rubies was also depressed, and the price of rubies was low. The market for sapphires was also depressed, and the price of sapphires was low. The market for emeralds was also depressed, and the price of emeralds was low. The market for garnets was also depressed, and the price of garnets was low. The market for amethysts was also depressed, and the price of amethysts was low. The market for topazes was also depressed, and the price of topazes was low. The market for tourmalines was also depressed, and the price of tourmalines was low. The market for aquamarines was also depressed, and the price of aquamarines was low. The market for citrines was also depressed, and the price of citrines was low. The market for peridots was also depressed, and the price of peridots was low. The market for tsavorite was also depressed, and the price of tsavorite was low. The market for alexandrite was also depressed, and the price of alexandrite was low. The market for cat's paw was also depressed, and the price of cat's paw was low. The market for bloodstone was also depressed, and the price of bloodstone was low. The market for jasper was also depressed, and the price of jasper was low. The market for malachite was also depressed, and the price of malachite was low. The market for turquoise was also depressed, and the price of turquoise was low. The market for lapis lazuli was also depressed, and the price of lapis lazuli was low. The market for nephrite was also depressed, and the price of nephrite was low. The market for jadeite was also depressed, and the price of jadeite was low. The market for onyx was also depressed, and the price of onyx was low. The market for obsidian was also depressed, and the price of obsidian was low. The market for malachite was also depressed, and the price of malachite was low. The market for turquoise was also depressed, and the price of turquoise was low. 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